

# ***California's Strategic Goals for Electric Charging network***

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# ***POLICY GOAL: SUSTAINABLE RETAIL ELECTRIC FUEL MARKET***

## **Station Sitting Policies:**

- Based in a public–private partnership with building owners and managers
- Supply of stations should follow the vehicles (demand)

## **Station Operations Policies:**

- Designed around efficient driver access

# STRENGTHENING PUBLIC-PRIVATE PARTNERSHIP WITH BUILDING MANAGERS

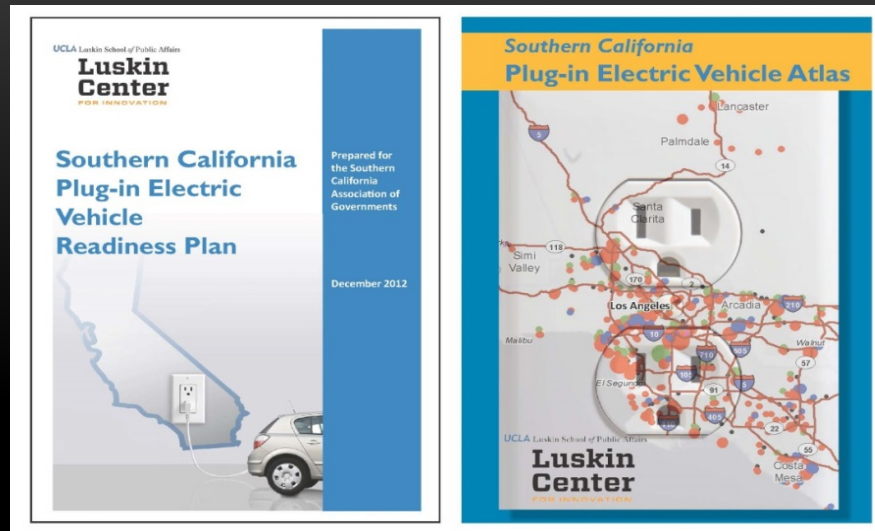
- Better aligning policies with on-site parking systems
- Designing incentives programs to better support the creation of:
  - Voluntary pre-commitment/pre-installation programs
  - Voluntary installations
  - Graduated mandatory retrofitting policies
- Designing green building codes to reduce largest future fixed costs to expanding charge installations
- Unlocking greater revenue opportunities for property managers
  - Operationalize benefits of grid services
  - Direct installs of simple energy efficiency upgrades

# SUPPLY OF STATIONS SHOULD FOLLOW THE VEHICLES (DEMAND)

- Supply-driven policies have been sensitive enough to current and future demand: stranded charging stations that will not be used
- Redesign policies to reward station utilization
  - Create two-part incentive: installation and utilization incentives
- Redesign policies to be more sensitive to demand and flexibility growth with the market demand
  - Revolving loan fund to avoid annual or fixed year budgeting

# EFFICIENT DRIVER ACCESS POLICIES

- Develop incentive policies that recognize and target stations where demand outstrips supply
- Where congestion is occurring, encourage pricing and preferably time-of-day pricing (like parking meters)
- Where congestion is occurring, encourage the development of pre-paid scheduling of stations
- Penalize parking in stations while not charging



# THANK YOU FOR YOUR ATTENTION!

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